said control rod connected to a steering lever by means of a ball joint, said steering lever rigidly attached to one of said axle brackets which is located on same side of vehicle centerline as that of said steering arm.

3. The steering and suspension system of claim 1 wherein suspension control of said wheel is performed by a coil-over-shock unit acting on the lower end of a suspension rocker, said suspension rocker pivotally attached to said vehicle frame through a pivot pin which has an axis that is parallel to axis of said rear rail pivot pin, upper end of said suspension rocker pivotally connected to the upper end of a suspension link, lower end of said suspension link pivotally connected to a suspension lever, said suspension lever rigidly attached to said rear rail.

4.The steering and suspension system of claim 1 wherein the longitudinal position of the centerline of said axle relative to an imaginary line connecting the axes of said first pivot pins is chosen to reduce the lateral displacement of the tire contact patch during a turn.